

APPENDIX A: FEDERAL RECOMMENDATION REGARDING PUBLIC TRANSIT PROVIDER REPRESENTATION ON THE MPO BOARD

The Metropolitan Planning Organization's (MPO) recent discussions regarding public transportation provider representation began in response to a recommendation from the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in their 2015 certification review report to the Boston Region MPO.¹ In that document, FHWA and FTA noted that the Moving Ahead for Progress in the 21st Century (MAP-21) Act requires MPOs that have been designated or redesignated after December 18, 1991, to include public transit representatives on their boards.² They noted that the Boston Region MPO board includes direct representation for the Massachusetts Bay Transportation Authority (MBTA), the region's major transit provider, but does not include direct representation for the MetroWest Regional Transit Authority (MWRTA) or the Cape Ann Transportation Authority (CATA). MWRTA and CATA operate entirely within the Boston region and are the only regional transit authorities (RTA) in Massachusetts not represented on an MPO board. The FHWA and FTA note that these two agencies have expressed concern that, given the difference in scale between them and the MBTA, the MPO board's current representation arrangement may not fully represent the needs of these agencies.³ In their final report, FHWA and FTA made the following recommendation:

“The MPO should work with the MetroWest and Cape Ann Regional Transit Authorities (MWRTA and CATA) to ensure that these providers of public transportation are represented on the MPO board in a way that is satisfactory to all parties and satisfies the MAP-21 requirement for transit representation on MPO boards. The particular form of this representation should be determined cooperatively by the interested parties. Possible examples include: full or fractional representation on the board for each RTA; a single seat that rotates between the RTAs; a transit or intermodal ‘functional sub-region’ representative similar to the geographical sub-region representatives already on the board; indirect representation through another MPO board member (e.g., MBTA or

¹ US Department of Transportation—Federal Highway Administration and Federal Transit Administration. “Transportation Planning Certification Review of the Metropolitan Planning Process for the Boston Transportation Management Area: Boston Region Metropolitan Planning Organization.” Final Report—May 2015.
www.ctps.org/data/pdf/about/mpo/Boston_Region_MPO_Recert_2015.pdf, page 20.

² These provisions have been continued under the Fixing America's Surface Transportation (FAST) Act.

³ US Department of Transportation—Federal Highway Administration and Federal Transit Administration. “Transportation Planning Certification Review of the Metropolitan Planning Process for the Boston Transportation Management Area: Boston Region Metropolitan Planning Organization,” Final Report—May 2015.
www.ctps.org/data/pdf/about/mpo/Boston_Region_MPO_Recert_2015.pdf, page 20.

MassDOT) supplemented by voting membership for both RTAs on the Regional Transportation Advisory Council; or some other form of representation agreed upon by all parties.”⁴

⁴ US Department of Transportation—Federal Highway Administration and Federal Transit Administration. “Transportation Planning Certification Review of the Metropolitan Planning Process for the Boston Transportation Management Area: Boston Region Metropolitan Planning Organization,” Final Report—May 2015.
www.ctps.org/data/pdf/about/mpo/Boston_Region_MPO_Recert_2015.pdf, page 20.